


ALL HANDS

MAGAZINE OF THE U.S. NAVY

September 1997

DANIELS

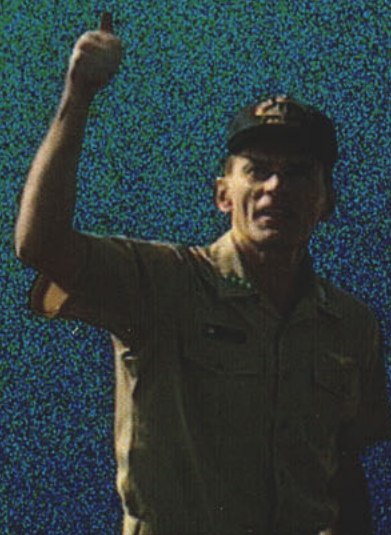
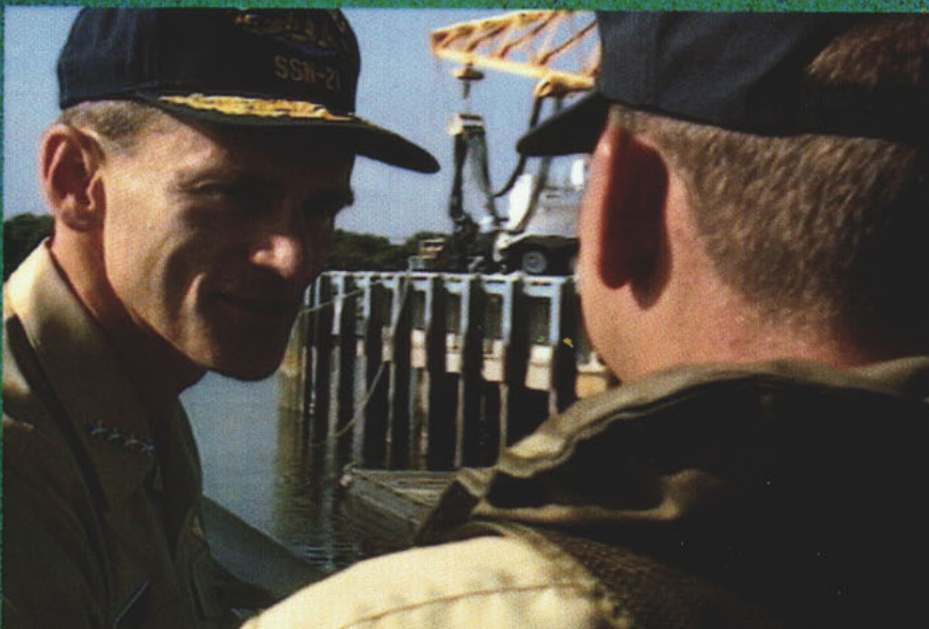
**Yorktown:
Smartest ship
in the Navy**



CNO embarks Navy's newest submarine

Chief of Naval Operations Admiral Jay L. Johnson got a first-hand underway look at the Navy's newest submarine *Seawolf* (SSN 21) during a day-long embark.

Referring to his "Four Stars" that will lead the Navy into the 21st Century – Operational Primacy, Leadership, Teamwork, and Pride – ADM Johnson left no doubt that *Seawolf* is a role model for the Navy of the future. "*Seawolf* embodies Operational Primacy because it's the best, most awesome submarine ever to put to sea," said ADM Johnson.



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Photo by PH3 Sam Dallal



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Photo by PH3 Sam Dallal

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Photo by JO2 Rodney Furry

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On the Cover

GSE2(SW) Cleveland C. Daniels, a Chicago native, checks pump status on the Auxiliary Engineering Officer of the Watch Center in the Central Control Station aboard USS *Yorktown* (CG 48), the Navy's "Smart Ship." Photo by PH1 James Hampshire.

Inside Front Cover

Photos were taken from a video shot by JO2 Ron Flanders for Navy/Marine Corps News This Week. Digital composite done by PH1 James Hampshire and PH3 Sam Dallal.

Humanitarian Relief

Liberia

'96



Photo By PHAN Richard W. Williams

'97



Photo By PH2 Bret Siegel

Albania



Photo by PH3 Nate Reulian

Sierra Leone

'97



Photo by LCPL John C. Gresham

'97

Zaire

From A to Z

Story by JO2 Chris Alves

Humanitarian missions are becoming more common for Navy ships. When disaster strikes, Navy ships are quick to respond, whether at home or abroad. But it's not just natural disasters they respond to — it's human ones as well. When a country is overthrown by militants and its people are in danger, ships like USS *Kearsarge* (LHD 3) come to the rescue — just like the cavalry in an old western movie.

This time, the cavalry came from the air in the form of helicopters from *Kearsarge* bearing Sailors, Marines and embarked elements of the 22nd Marine Expeditionary Unit. This mission, known as Operation *Noble Obelisk*, rescued 2,500 civilians from 40 different nations in Sierra Leone. Evacuees included more than 360 Americans in the week-long, noncombatant evacuation.



Photo by PH2 Wesley D. Cheney

▲ LCDR Cindy Potter cares for orphans rescued from Freetown, Sierra Leone.

◀ USS *Kearsarge* (LHD 3) carries approximately 12 Combat Assault/ Cargo Helicopter Squadrons and four Super Cobra Attack Helicopter Squadrons.

more than 2,500 people. We helped change the world."

U.S. forces didn't just start changing the world with this humanitarian effort — the missions have been going on for years.

In the days of the Cold War, humanitarian assignments were less common. The U.S. Navy's main concern was to produce

a ready force poised to fight our then-communist enemy, the Soviet Union.

During the past six years, Navy ships have conducted numerous humanitarian missions in the countries of Bosnia-Herzegovina, Cuba, Liberia, Somalia, Haiti, Rwanda and Kenya. These operations provided humanitarian support, noncombatant evacuations, relief efforts and in the instance of



Photo by PH2 Wesley D. Cheney

"The reason I joined was to do something like this," said Lance Cpl. Michael Hochard, a cannoneer with Co. A, 1/10. "I knew the Marine Corps was the 911 force and what it could do. We get people to safety. It's what we've been doing for the last few years."

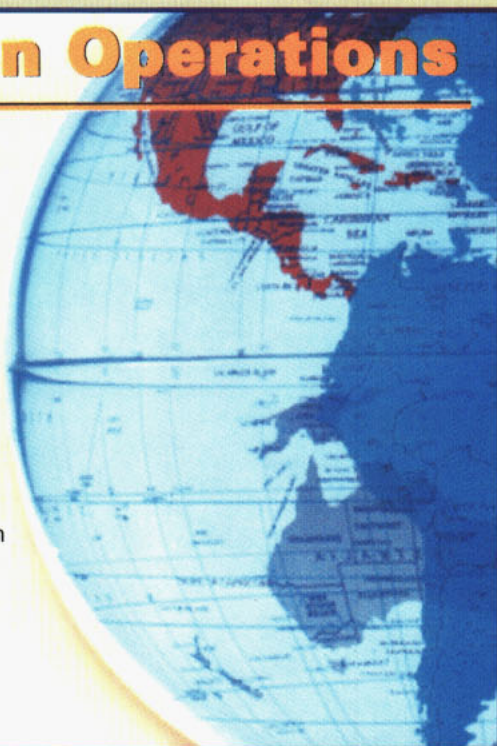
Seaman Radioman Daniel Smith of St. Charles, Ill., echoed that sentiment. "It felt very exciting to help



▲ ABF2 Racey C. Swing comforts an infant evacuee.

Worldwide Humanitarian Operations

| | | |
|----------------|--------------|-----------------------------------|
| May 1997 | Sierra Leone | Operation Noble Obelisk |
| March 1997 | Albania | Operation Silver Wake |
| September 1996 | Turkey | Operation Pacific Haven |
| April 1996 | Liberia | Operation Assured Response |
| September 1994 | Haiti | Operation Uphold Democracy |
| | | Operation Distant Haven |
| | | Operation Restore Democracy |
| | | Operation Support Hope |
| | | Operation Support Democracy |
| | | Operation Able Manner |
| | | Operation Continue Hope |
| | | Operation Restore Hope |
| | | Operation Provide Relief |
| | | Operation Provide Promise |
| | | Noncombatant Evacuation Operation |
| | | Operation Provide Hope |
| | | Guantanamo |
| | | Operation Quick Lift |
| | | Operation Sea Angel |
| | | Operation Provide Comfort |
| | | Operation Eastern Exit |
| | | Operation Sharp Edge |





▲ American evacuees from Freetown, Sierra Leone are escorted on board USS *Kearsarge* (LHD 3), 20 miles off the West African coast.



▲ Evacuees from Sierra Leone crowd the hangar of USS *Kearsarge* while in-processing.

Haiti, restored democracy and rebuilt that nation. For many people in these countries, the sight of Navy and Marine Corps personnel was a beacon from the sea.

"I can see more missions in the future," said Seaman Lithographer Mark Gerwig, of Fort Lauderdale, Fla. "Especially with military coups being all in Africa this summer."

"I see our military as the backbone of the world."

— YN2 Timothy Stickrod

Photographer's Mate 3rd Class Nate Reuland, of Clemson, S.C., said, "I definitely see humanitarian missions increasing. Missions like Somalia have made our leaders more cautious. It's more cost effective and safer to just evacuate noncombatants and leave foreign countries to settle their own internal problems. It's hard to find fault in the rescue of helpless people."

Operation *Noble Obelisk* gave Sailors and Marines the chance to do what they do best. "I felt that I was finally doing what the Marine Corps trained me to do," said Lance Cpl. Scott Shinn, a native of College Station, Texas. Fellow crew member Lance Cpl. Robert Goings, of Tampa, Fla., agreed saying, "My training in the Marine Corps showed just how real things can get."

"It was very gratifying to know that I did something to help thousands of people," said *Kearsarge* crew member Aerographer's Mate

3rd Class Aaron Spratt, an Anderson, Ind., native.

"With increased tensions around the world, I see the United States military called upon more often to do missions similar to the one in Sierra Leone," said Yeoman 2nd Class Timothy A. Stickrod of New Carlisle, Ohio. "I see our military as the backbone of the world."

Alves is a photojournalist for All Hands.



BU2 Michael Warren of Monument, Colo., stands at the live-fire range of Fort Carson, Colo., with an M-16 rifle and grenade launcher. In-field weapons training was an important part of the annual Reserve Force exercise *Mountain Bee '97*.



Story by JO2 Jason Thompson
Photos by PH2(NAC) Jeffrey S. Viano

They're not what you'd call typical Sailors. At sunrise they slip into steel-toed combat boots and "cammies" instead of bell-bottomed dungarees and command ball caps.

Instead of Tomahawk cruise missiles and 20mm Phalanx systems, their weapons of choice are M-60 machine guns and Mk-19 grenade launchers.

They sleep on cots, not racks.

But don't confuse them with soldiers. They're Navy Seabees.

About 400 Reserve Seabees from five western states converged on the hilly terrain outside Colorado Springs, Colo., for Mountain Bee '97. The annual Naval Reserve Force exercise puts Naval Mobile Construction 17's mobilization readiness to the test. Months of intense training were packed into a harrowing four-day drill weekend.

One Sailor called Mountain Bee '97 the most exhilarating 96 hours of the summer: "You name it, we did it!" Explosive Ordnanceman 2nd Class David J. McElroy of Tucson, Ariz., said. "We jumped out of helos, fought our way out of an ambush, even rescued victims in a simulated barracks bombing. Not bad for a weekend."

"It was the best hands-on training I've ever had," added Utilitiesman 2nd Class Marc Lynn, also from Tucson. "It's the kind of instruction you can't get from a book or off a chalkboard."

Just because the men and women of NMCB 17 wake up to the sound of crickets chirping instead of the waves crashing against the ship's hull, doesn't mean they're not Sailors. It means they're Navy Seabees. †

Thompson is a photojournalist assigned to All Hands. Viano is a photographer assigned to Pacific Combat Camera Group, San Diego.



Seabees attached to NMCB 17 prepare to carry an "injured" shipmate to an Army medevac helicopter.



NMCB 17's BU3 Jeff Peters of Grand Junction, Colo., and EO3 John Kirkwood of Littleton, Colo., learn mortar tactics from Army Sergeant 1st Class Jeff Keers. U.S. Army 10th Special Forces provided training and exercise support throughout the exercise.





Photo by PH2 Kirk Caniberos



EO3 Steve Gonos of Mesa, Ariz., awaits an enemy attack during the all-day training evolution conducted at Fort Carson, Colo.



EO3 Charles Riccomini of Tempe, Ariz., stands muster after a tiring combat assault exercise as part of *Mountain Bee '97*.

Home Sweet Home

Story by Patricia Oladeinde



Photo by John Marshall

Tucked away in the heart of the Nation's capital is the U.S. Soldiers' and Airmen's Home (USSAH). Further down South, nestled on 36 acres fronting the Gulf of Mexico in Gulfport, Miss., is the U.S. Naval Home (USNH).

Steeped in world history and military traditions, these homes were established in the mid-1800s as places of respite for old and disabled Soldiers and Sailors. They have evolved from retreats of security to retirement communities that offer a secure, comfortable life-style filled with activity.

The stately buildings, located on park-like settings, are testaments of their times, but so too are the people who live there.

"These homes are filled with service men and women who survived the Bataan Death March, the Battle of the Bulge and Pearl Harbor. There are residents who landed at Normandy on D-Day, those who freed Nazi-run concentration camps as well as veterans of World War I, the Korean War, the Vietnam War and every other conflict the United States has faced," said Larry Weappa, deputy director of the Naval Home in Gulfport. "The freedoms we enjoy today are based in part on our residents' sacrifices. We owe them a lot and helping provide a home is the least we can do," said the Wadena, Minn., native.

The USNH and the USSAH have operated under separate legislation, undergoing many changes. One of the biggest changes came as a result of the Defense Authorization Act, Public Law 101-510 which took effect 1991.

This new law established the Armed Forces Retirement Homes (AFRH) which combined the USSAH and the USNH under the same administrative umbrella. Regulations such as resident eligibility user fees, operating funds, oversight, etc., are standardized in both homes.

The mission of the AFRH is to provide continuous care and service in a retirement community for retired and former members of the armed forces; and to provide the highest quality of residential, social and health services to its residents.

◀ Life goes on for resident Dorothy Kandziora with escort Retired Chief Storekeeper Tim Miller as they enjoy the annual Mardi Gras festivities in Gulfport, Miss.



Photo by JOCS Cary J. Casola

▲ Naval Home Gulfport is a place where people care for special people.

"One of the Navy's biggest selling points in May of 1936, was the promise to take care of me when I couldn't take care of myself," said Odell Williams, retired Chief (Permanent Appointment) and resident of the Navy Home in Gulfport. "I just got to tell it like it is. I'm lucky to be alive to get to use this. It feels good not to worry about bills for once. And the young people ought to remember we did more than praise the Lord and pass the ammo, we served our country. Some even sacrificed the ultimate – their life," said the Apple Valley, Calif., native.

Retired Chief Interior Communications Electrician Ray Colvard and SFC-6 Catherine Bowie, residents of the Washington, D.C.-based home, remember sacrificing 25 cents for "something" when they enlisted in the military forces. That 25 cents, now 50 cents, is called the Naval Home Assessment. It is used along with fines and forfeitures from military disciplinary actions, interest earned on the trust, and a 25 percent user fee paid by each resident on all federal annuities, including

▼ John Klimcza spends a lot of time finetuning his ceramics. It's part of his relaxation and fun at the home in Washington, D.C.



Photo by PH3 Sam Dallal

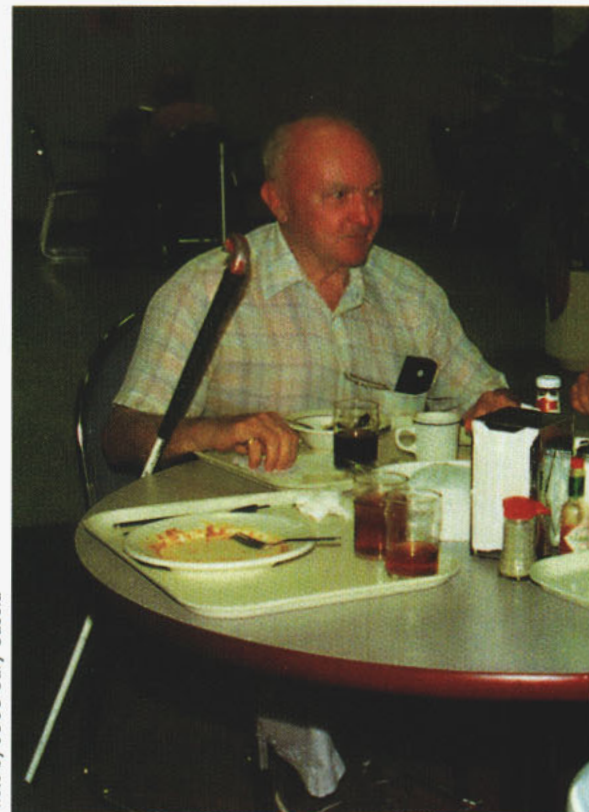


Photo by JOCS Cary Casola

homes (See chart on Page 14).

"The amount Sailors contribute today is infinitesimal," said Colvard, comparing the meager \$7 or so he and Bowie were paid monthly, to the hundreds Sailors are paid today.

"I knew I was paying this money and I also knew in the long run, that if the deduction didn't help me, it would help someone," said Bowie, an Army veteran of 22 years. "If the military family doesn't support the homes, who will?"

"Education is the answer. If service members get the opportunity to see where and what their 50 cents is paying for, then there wouldn't be half the complaints," said Ray Harvey, a retired Marine Sgt. Maj. from Tylertown, Miss., who lives in the Gulfport residence. "The services need to do a better job of educating their troops on where the deductions are going and let them come visit and see for themselves; and if they're lucky they may never have to use it."

Lois Hogan, a former Intercontinental Ballistic Missile Cryptologist with the Navy tries to educate anyone she comes in contact with about the Navy Home in Gulfport. She's proud to show off her extended family and their accomplishments.



Photo by JOCS Cary Casola

▲ Ninety-eight-year-old David Spiro still plays reveille every morning at the Naval Home in Gulfport.

"Some of us have outlived our natural families and feel this home is a blessing," Hogan said. "We all have something in common. We've all been there. This home offers so much camaraderie. But the best part is, I've never [met] so many men in my life – 500 at least," the Union City, Tenn., native said, with a smile. "The best thing I like about the home is the ballroom dancing."

Retired Chief Aviation Storekeeper Martha Paschal agreed with the dancing, but said, "This place slowed me down. I was out there on the fast track."



Photo by PH3 Sam Daliai

◀ Shooting the breeze with young Sailors and fishing at the local lakes are just some of the activities veterans from the Gulfport, Miss., and Washington, D.C., homes enjoy.

slowed me down. I was out there on the fast track. At 84 I guess I could pace myself more," said the 1942 WAVE who served 20 years.

Kicking up a heel or two is just one of the activities these cities within cities offer. If residents just want to kick back and relax, there are the lounges – complete with wide-screen TVs, libraries or gardens. The homes also have banks, post offices, chapels, gymnasiums, hobby shops and bowling alleys for the residents' pleasure. USSAH has fishing lakes, and a nine-hole golf course, while Gulfport's home boasts a modest swimming pool and a beach front within walking distance. Trips to outside attractions and catered social events are sponsored at both facilities.

If residents are feeling a bit under the weather, don't worry. The health care services range from community nursing and assisted living for those in the dormitories, to primary, intermediate and skilled care. Then there's the licensed specialists in dentistry, optometry, podiatry, mental health, internal medicine as well physical therapists and speech-language pathologists, all on hand to take care of medical needs. When these servicemembers were recruited, the Armed Forces promised to

provide health care to service members in their declining years. And for the most part, it has followed through.

"There are just some things money can't buy," said Robert McDonald a New London, Iowa, native, who spent many years in the Army and Navy. "It's a great feeling to know you don't have to worry about cooking the three meals you get. You can relax in your private bunk for as long as you want and you don't have to get up and punch a time clock. That's a feeling money can't buy," said the veteran who boasts about his government paid tour of the South Pacific.

The residents at these homes come from different walks of life, from nearly every state in the union and have lived in virtually all corners of the world. They represent all branches of service, only in different uniforms. Somehow they remain communities of friendship and compatibility made possible by their common background of selfless service to our country. They all gave part of their lives in support of freedom, and they have all earned the right to live out their lives in dignity. ‡

Oladeinde is a writer for All Hands.

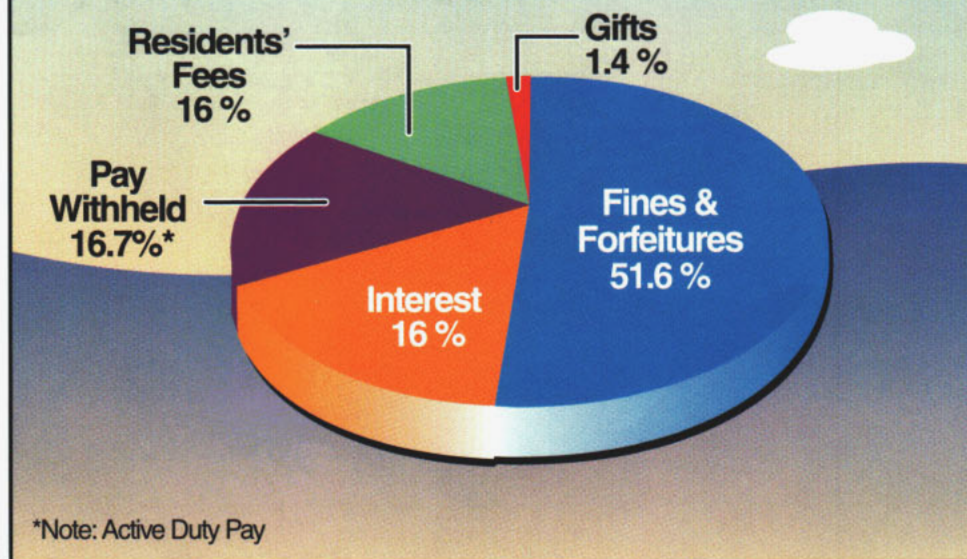
Residents pay no entrance deposit, downpayment or application fee. Once admitted, they currently pay a monthly fee of 25 percent of all federal annuities, which includes military and/or civil service retirement, social security and VA compensation.

Congress recently mandated an increase in the resident fees to begin in October 1997. According to the law, "The fee shall be fixed as a percentage of the monthly income and monthly payments (including Federal payments) received by a resident ..." The fee increase schedule is as follows:

From Oct. 1, 1997, through Sept. 30, 1998, residents will pay 30 percent of all income. Those residents living in long-term care will pay 40 percent of all income.

From Oct. 1, 1998, through Sept. 30, 1999,

Where the money comes from Income sources for The U.S. Naval Home Trust Fund



Source: U.S. Naval Home

By JO2 Ray Sarracino, USNR

residents will pay 35 percent of all income. Those residents living in long-term care will pay 55 percent of all income.

From Oct. 1, 1999, through Sept. 30, 2000, residents will pay 40 percent of all income. Those residents living in long-term care will pay 65 percent of all income.

The "floor" or minimum monthly income retained by all residents is \$150. The "cap" or maximum monthly fee to be paid by residents in the dormitory area (independent and assisted living) is \$1,500. The "cap" or maximum monthly fee for residents permanently assigned to long-term care is \$2,500.

Decisions concerning residents whose retired pay is affected by the Former Spouse Protection Act and or court-ordered alimony and individuals who have no income will be made on a case-by-case basis. Tax deductible investment income, income earned while employed by the Homes, the cost of Medicare Part B and one supplemental insurance policy will not be calculated as income. ‡

For more information about the Naval Home, Gulfport, Miss., call 1-800-332-3527. For information on the U.S. Soldiers' and Airmens' home, Washington, D.C. call 1-800-422-9988



Photo by PH3 Sam Dallal



Photo by JOCs Gary J. Casola

Allan "Tugboat" Gordon, a former submariner, says he now works for a cat.

Old Salt is the cat's meow

Purrrrrfect Combination

Story by Patricia Oladeinde

After 22 years of service, Allan "Tugboat" Gordon, a retired Navy Chief Engineman continues his duty to the nation by pawing through thousands of pieces of mail for his most famous client "Socks," the feline celebrity that rules the perch at the White House.

The U.S. Soldiers' and Airmen's Home has served as the volunteer-run White House Auxiliary Mail Room since March 1993, when Gordon was catapulted into his self-proclaimed position, affectionately known as the Secretary to Socks.

According to William Woods, the retired Army Sergeant 1st Class who heads the mail room's "complaint department," the system has logged more than 1.6 million pieces of mail.

"To this day, Socks gets more mail than I've ever received," said Gordon, as he practiced his cat's meow and showed off the hundreds of cat letters and photos that cat lovers have sent Socks. "And we answer every single piece of mail. She's received more proposals than most people I know," he said.

A favorite letter he recites was written by a fan in Colorado:

"Dear Socks,

Come to Colorado and I'll take you mouse hunting."

Gordon chuckled.

Gordon takes his job very seriously and has nothing but high praise for it - except of course, when he's on the prowl for a catnap. †

Oladeinde is a writer for All Hands.



Socks is the White House First Cat.

Photo courtesy of the White House

If the shoe fits ... think before you wear it

Story and photos by JO3 Raina Williams

You've decided to participate in an upcoming marathon in your area. Whether it is the Boston Marathon or a local charity race, you're eager to start training. Do you have the proper running shoes?

If you don't take time to do a little research to select the proper shoes, long-term physical problems could result. "Wearing poor running shoes can cause arthritis, muscle fatigue and shin splints," said LT Jeffrey Johnson, a National Naval Medical Center staff podiatrist. Choosing the right running shoe takes a simple scientific approach.

The first step is to find out what type of arch you have. Take a look at your bare feet to see if you can tell whether you have normal, flat or high-arched feet.

If you want to determine this scientifically, try the Wet Test. Dunk your foot in water, then stand on any surface that will leave a footprint. Look at the impression. You should be able to tell which foot type you have: normal, flat or high-arched.

Normal arched feet have a slight arch and leave an imprint with a curve that shows the forefoot and heel connected by a wide band. Most flat feet have a low arch and leave an almost complete imprint that looks much like the whole sole of the foot. On the

other "foot," the high-arched foot leaves a very thin imprint that joins the forefoot and the heel.

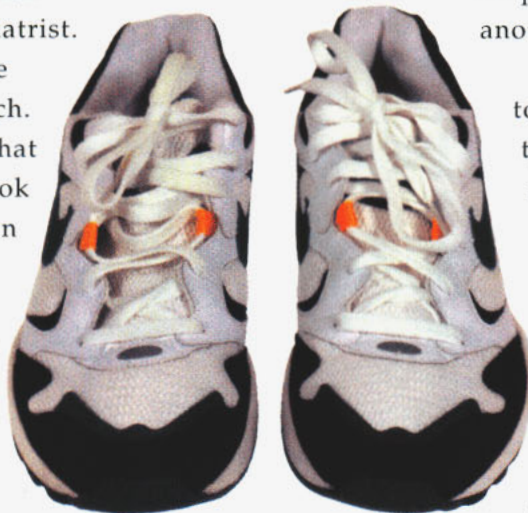
Now that you know your foot type, you're ready for a trip to the athletic shoe store.

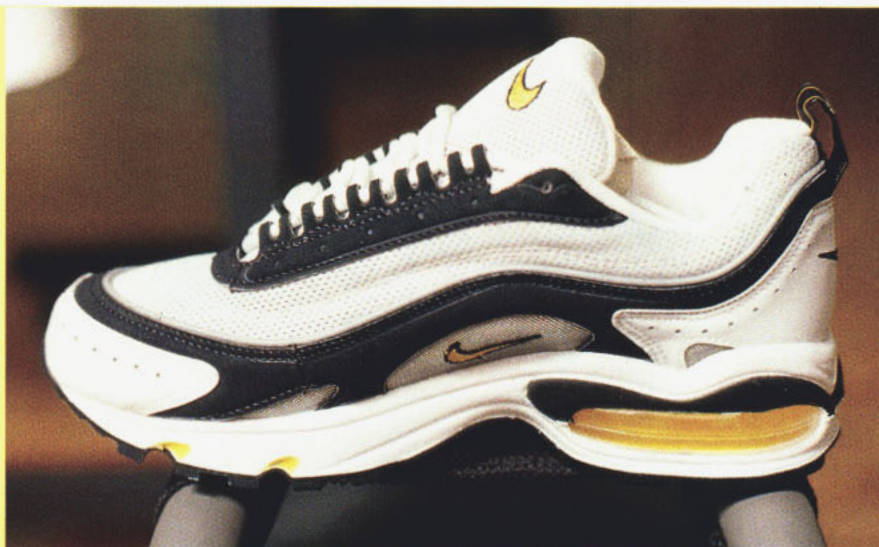
"The best place to get running shoes is at an athletic specialty store," said Johnson, who is also an avid marathon runner. "Choose a place that is knowledgeable about runners' shoes." According to Johnson, if you mention the word "pronate" and the salesperson doesn't have a clue – find another store.

At the right store, you'll be able to find the perfect shoe for your foot type. You'll find semicurved, curved and straight soled shoes. Some running shoes are made to help correct pronation, the way your foot rolls inward.

A normal foot lands on the outside of the heel then rolls in slightly. A flat foot pronates excessively because the sole of the foot doesn't roll gradually inward; it just hits the deck all at once. Whereas, a high-arched foot doesn't roll in enough.

"Most people pronate normally," explained Johnson, an Ironwood, Mich., native. "And most shoes are made for them." The podiatrist said manufacturers make more running shoes for pronators because most people have feet that roll exces-





◀ Semi-curved running shoes are suited for runners with high arches.

sively from side to side, not enough or not at all.

"The normal foot," said Johnson, "needs a semi-curved shoe because the foot doesn't curve enough." Johnson said the flat foot with its low arch requires a straight or semicurved sole, and the high arched foot needs an exaggerated curve.

With so many running shoes available, there's bound to be a pair you like that meets your needs. According to Johnson, you don't have to spend lots of money on running shoes; it all depends on your needs.

You should also consider your past experience with shoes, current problems, environmental factors (where you'll be running) and whether or not you'll be running or racing. Johnson also suggests you check out a runner's magazine or join a running club before you jump into the sport. With the right running shoes, you may have an edge over the next runner beside you in your next marathon.‡

Williams is a photojournalist assigned to All Hands.

Simplified Guide to Shoes

Flat Arch Needs lots of support. Stable shoe needed with good rear foot control.

High Arch Needs more shock absorption. Better with a narrower heel.

Normal Foot Whatever you've been doing, keep doing it. Probably best with a combination of control and shock absorption



Flat Foot



High Arch



Normal



MARATHON CALENDAR

January

Walt Disney World Marathon Orlando, Fla.
P.O. Box 10000, Lake Buena Vista, FL 32830;
(407) 939-7810

Mardi Gras New Orleans, LA NOTC, P.O. Box
52003, 70152; (504) 482-6682

San Diego Carlsbad, Calif. In Motion, 511
S. Cedros Ave., Suite B,
Solana Beach, CA 92075;
(800) 994-6668

February

Blue Angel Marathon
Pensacola, Fla., c/o
MWR, 190 Radford Blvd.,
NAS Pensacola, FL 32508;
(904) 452-4391.

Washington's Birthday
Greenbelt, Md., P.O. Box
1352, Arlington, VA
22210; (301) 839-7957 or
(703) 241-0395

March

Los Angeles Marathon
11110 W. Ohio Ave., Suite
100, Los Angeles, CA
90025; (310) 444-5544

Shamrock Virginia
Beach, Va. Shamrock Sportsfest, 2308 Maple St.,
Virginia Beach, VA 23451; (757) 481-5090
Maui VIRR, P.O. Box 330099, Kahului, HI 96733;
(808) 871-6441

April

Camp Lejeune N.C. MWR, Attn. MSAD-Race,
1401 West Rd., Camp Lejeune, NC 28547;
(910) 451-1799

Boston Marathon Hopkinton, Mass. B.A.A. , P.O.
Box 1997, Hopkinton, MA 01748; (508) 435-6905



▲ YNCS (AW) Larry Scott assigned to the Naval and Marine Corps Reserve Center and HM2 (AW/FMF) Mike Langley attached to the National Naval Medical Center wait for their marathon to begin.



May

Capital City Olympia, Wash., P.O. Box
1681; 98507; (415) 868-1829

June

Palos Verdes Calif. W2 Promotions,
1666 Ashland Ave., Palos Verdes, CA
90405; (310) 828-4123

July

San Francisco Marathon P.O. Box 77148, San
Francisco, CA 94107; (800) 722-3466

Kilauea Volcano Hawaii National Park, Hawaii.
Basil Takeda, HCR2 Box 9595, Keaau, HI 96749; Tel.
and Fax: (808) 982-7783

August

Kona Kailua-Kona, Hawaii. Jim Lovell, 73-4158
Kaala Pl., Kailua-Kona, HI 96740; (808) 325-0287



September

Orcas Island Trail Eastsound, Wash. Enviro-Sports, P.O. Box 1040, Stinson Beach, CA 94970; (415) 868-1829

October

Chicago Marathon P.O. Box 10597, Chicago, IL 60610; (312) 243-0003 or (888) 243-3344

Richmond Dewayne Davis, Richmond Times/Dispatch Marathon, P.O. Box 85333, Richmond, VA 23293; (804) 649-6783

Baton Rouge Beach Jeff Ravlin, 13380 Greenview Ave., Baton Rouge, LA 70816; (504) 275-1576

Marine Corps Marathon Washington, D.C., P.O. Box 188, Quantico, VA 22134; (703) 784-2225 or (800) 786-8762

November

New York City Marathon P.O. Box 1388, G.P.O. New York, NY 10116; (212) 423-2249



Philadelphia Joe Callan, Memorial Hall, P.O. Box 21601, Philadelphia, PA 19131; (215) 685-0054

Atlanta Atlanta Track Club, 3097 E. Shadowlawn Ave., Atlanta, Ga. 30305; (404) 231-9065

Mississippi Beach Ocean Springs, Miss. Gulf Coast Running Club, P.O. Drawer 3569, Gulfport, MS 39505; (601) 875-6855

Seattle Rick Johnston, P.O. Box 31849, Seattle, WA 98103; (206) 821-6474

December

Memphis Kim Cherry, First Tennessee Memphis Marathon, P.O. Box 84, Memphis, TN 38101; (901) 523-4726

Honolulu Honolulu Marathon Assoc., 3435 Wailae Ave., #208, Honolulu, HI 96816; (808) 734-7200

Jacksonville Florida 1st Place Sports, 3853 Baymeadows Rd., Jacksonville, FL 32217; (904) 739-1917

USS Yorktown

Smart Ship

Story by JO1 Ron Schafer

Photos by PH3 Sam Dallal



Steaming through the Gulf of Mexico toward Roosevelt Roads, Puerto Rico, the bridge aboard USS *Yorktown* (CG 48) is quiet. The officer-of-the-deck and the quartermaster-of-the-watch diligently stand their watches, responsible for the safe transit of the ship, maintaining course and speed and acting as the primary lookouts, identifying targets that lie ahead. It's just the two of them.

Meanwhile, in the Combat Information Center, 13 Sailors stand watch at a station traditionally manned by almost twice that number.

Down in the Ship's Store, a Sailor purchases a

new set of dungarees and a tube of toothpaste without so much as a nickel changing hands.

Impossible? Not hardly. In fact, it has become reality aboard the Navy's Smart Ship.

Initiated under the guidance of former Chief of Naval Operations Admiral Jeremy M. Boorda, the Smart Ship concept was designed to explore the possibility of saving money aboard Navy vessels by reducing manpower while maintaining safety and enhancing mission readiness. On Dec. 1, 1995, *Yorktown* was selected as the platform that would attempt to make the idea work.

"*Yorktown* got involved right up front as the



type commander's representative as well as being the project ship," explained CDR Richard T. Rushton, *Yorktown's* commanding officer.

"In fact, by the fourth of December, we stood up the Smart Ship project team and by the 15th, I was in Washington, D.C., getting the first briefs. So, things were moving very quickly."

The first step in the process was to identify the factors driving the workload on the ship. After discussions with the chief petty officers aboard *Yorktown*, Rushton determined that it was maintenance, not watchstanding, that drove manpower. In an effort to reduce the disparity between the

● Although the Smart Ship crew has reduced manning, damage control is still a part of daily life aboard *Yorktown*.

two, *Yorktown* began to look at their watch bill and came to some startling conclusions.

According to Rushton, they realized that *Yorktown* was built with a great deal of technology that wasn't being used. For example, the engine rooms were originally built to be unmanned.

Because the *Spruance*-class destroyers of the 1970s experienced early problems with sensors and conductivity Sailors went to work in the engineering spaces to deal with sensors and systems that commanders didn't trust.

By the time *Yorktown* was commissioned in 1983, many of those systems had been improved, but the idea of manning those spaces had never been challenged. *Yorktown* accepted that challenge.

By unmanned the engine room, using rovers and consolidating other watches, the engineering watchbill was reduced from 11 people to seven.

Next, they looked at the bridge and a question arose: How many times does the lookout see a contact before the signalman or the officer-of-the-deck? Not too often. Why?

"Is it because our lookouts are all bad people?" Rushton asked. "No. It's because the lookout watch is the most boring watch in the United States Navy. You spend 85 percent of your time looking at open ocean and it's not something that motivates a young Sailor. So we decided that we could do away with lookouts and transfer those tasks to others on the bridge."

Eliminating the lookouts and reevaluating other



bridge duties, *Yorktown* went to a four-man bridge watch, from a nine-man watch using technology that already existed on the ship. They eliminated the helmsman and went on auto pilot whenever possible. They also eliminated the messenger of the watch and the junior officer-of-the-deck.

In the Combat Information Center (CIC), the ship was at an advantage. Due in large part to new technology available with the *Aegis* Weapons System, *Yorktown* was able to whittle the number of personnel in CIC from 22 to 13.

Finally, the issue of damage control raised its head. Aboard an *Aegis* cruiser, a Condition 1 watchbill has 124 individuals dedicated to the damage



◀ The bridge, once manned by a crew of 10 to 13 Sailors, now needs only two to three people.

control organization was added as a sub-matrix to streamline the ship's damage control efforts, to deal with a particular casualty.

Today, USS *Yorktown*, with its new technology onboard, uses only a 26-man core watch to operate the ship underway- maintaining routine ship's operations, command, control, and communications, quick reaction self defense and initial responses to emergencies and casualties.

According to Rushton, the basic difference between the traditional watch organization and the core/flex concept is that, philosophically, instead of being manned to react, a ship will flex to react. Therefore, without watchstanders standing their watches waiting for something to happen, they are able to become

control organization. As the face of warfare changes into the 21st century, the Navy has become involved in littoral warfare calling for short periods of high intensity. A ship may not have time to get to a traditional general quarters posture to fight, it needs to be ready to react immediately. So if general quarters won't be used in battle what will it be used for?

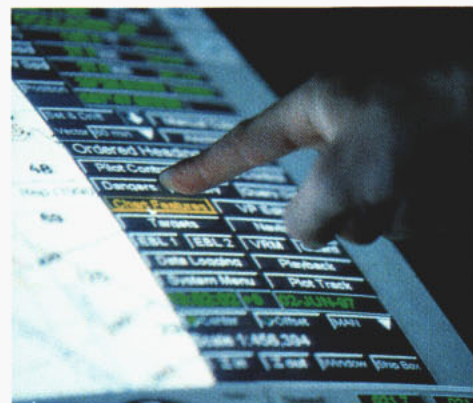
Yorktown determined that while general quarters was an effective tool against major casualties and large battle damage problems, it just wasn't necessary to combat the lesser order emergencies such as Class Alpha fires or small contained fires. They also found that almost half of the existing organization was dedicated to command and control including phone talkers, messengers, and plotters. On that basis, *Yorktown* retooled the entire damage control organization and the idea of "core and flex" teams was born.

A "core" watch team was established with a set of fundamental capabilities to operate the ship. Wrapped around that is a matrix organization of narrow-mission "flex" teams that are mobilized as needed to deal with missions that are typically found in a littoral warfare environment. A damage

part of the day-worker force. Rushton said that working during the day dramatically improves the quality of life for Sailors. They are apt to do a better job during the day and they have better supervision.

"Most importantly, when something is liable to occur that you don't want to happen, like a casualty, it's not normally when equipment is steadily steaming," Rushton explained. "It's when you're lighting it off or securing it or doing something different with it. That usually happens on the back watches when

people tend to be less attentive, they have less supervision and the chances for a casualty are higher because of the pure nature of what you're doing. Bring all of that to the day-worker force and you find that you have much more control of the



▲ Touch screens make ship operations easier.

● GSM2 Shane K. Hightower, a Fort Pierce, Fla., native, performs damage control training.

routine things you do and you take them out of the watchbill.”

Admittedly, damage control was the primary concern. Soliciting fleet input, *Yorktown* came up with a plan that revolves around an eight-man rapid response team and an isolation team. They act as damage control triage experts or, what Rushton calls “the SEAL team of fire fighting.”

While the ship is underway, 24 hours-a-day, the firefighting team wears fire fighter coveralls, a light attack tool belt and a radio. In the event of a casualty, the rapid response team members immediately don a self-contained breathing apparatus (SCBA) and survey the scene to determine whether or not they can deal with the problem using fire-fighting equipment already in the area. More often than not, they can.

The isolation team serves as a back-up unit to isolate any space on the ship and act as boundary men in smaller fires. The true asset to these teams is that they are comprised of a variety of ratings — ETs, FCs, ICs, HTs — systems experts already embedded in 10-man teams led by a chief petty officer who is a systems level technician.

The Central Control Station is manned by an incident commander and one plotter. Communications are streamlined by using a multi-channel Hydra radio which allows the on-scene leader to communicate directly with the incident commander in CCS, eliminating the need for messengers and phone talkers.



Also incorporated into the plan were three heavy attack teams made up of 14 to 16 men each. Outfitted with heavy fire-fighting equipment, each team has an expertise but are capable of performing the functions of the each other. Attack Team Alpha is the Primary Fire Fighting team. Bravo and Charlie

are also trained to fight fires but are primarily responsible for flooding overhaul and flight deck casualties, respectively.

The result is a structure made up of 64 men, almost half of the traditional *Aegis* cruiser damage control force.

In the event of battle damage or a main space fire, the entire ship goes to a damage control posture called damage control quarters. Like general quarters, every Sailor on the ship is accounted for. Instead of sending the crew to weapons stations that force them break fire and flooding boundaries, Sailors muster on the forecastle or the flight deck depending on their assigned berthing space. They are then separated into three groups —



▲ Smart Cards do away with the need for money on *Yorktown*.

general damage control, advanced damage control, and electrical ratings — and are used to augment the three attack/overhaul teams.

Drastic changes in manpower were further enhanced with the installation of a variety of technology aboard *Yorktown*. Outfitted with a fiber optic local area network (LAN), the ship's computer systems can be accessed from 15 different locations on the ship, providing real-time information on everything from current course and speed to how much time remains on a fire-fighter's SCBA.

The integrated bridge system (IBS) improves situational awareness on the bridge in low visibility, anchoring and swept channel operations. Its voyage management system updates fixes every 15 seconds and can plan or change voyages in minutes. A CD-ROM chart inventory is fully accessible on the LAN and with full ship control functional on the LAN, the ship can be driven from virtually anywhere.

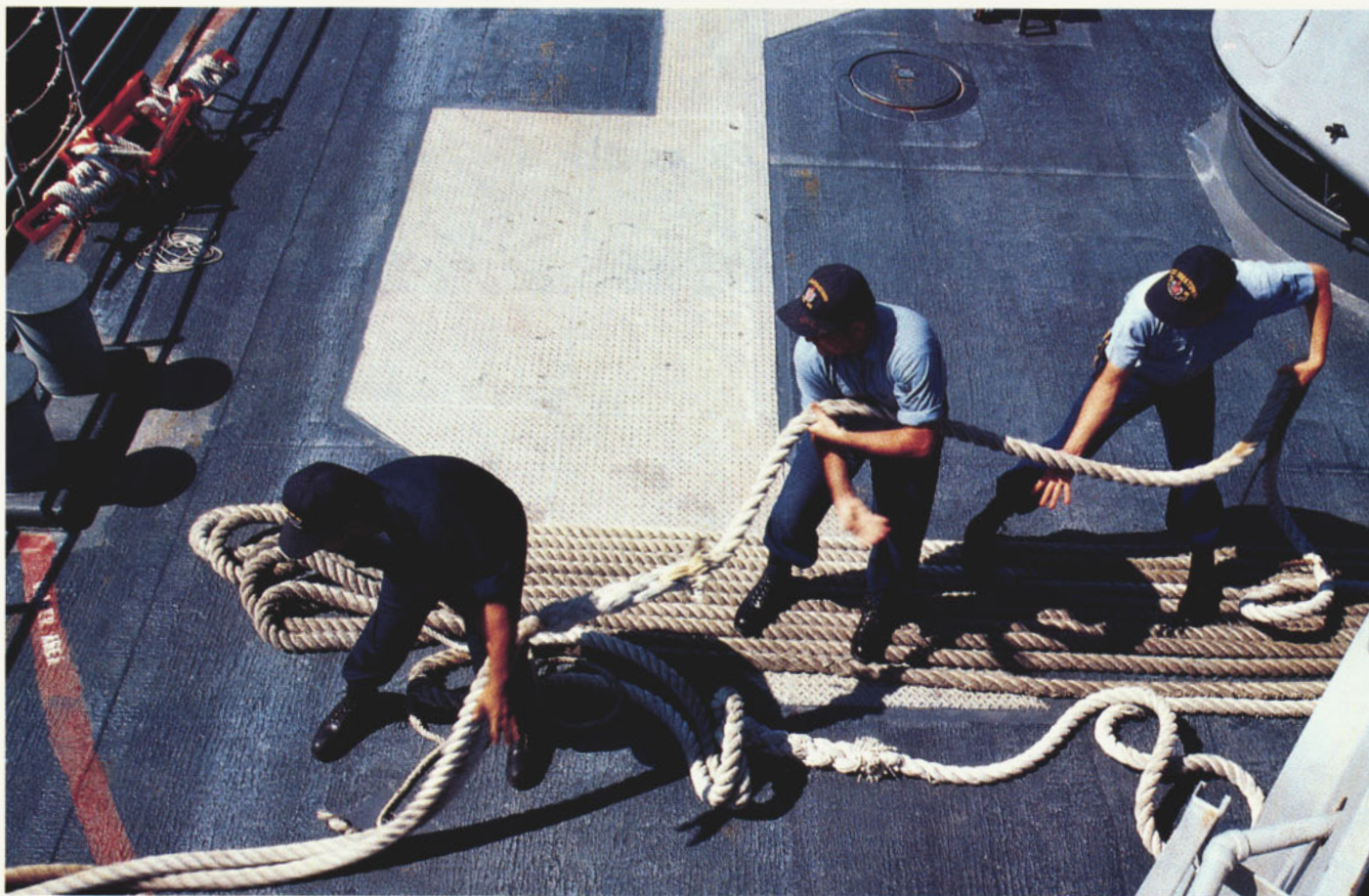
The integrated condition assessment system

▼ With a reduced crew, line handlers are three to a line instead of eight.

(ICAS) allows the bridge and CIC to monitor the engineering plant remotely. It also deletes paper logs including the engineering log, bell log, evaporator log and several others. ICAS provides trend analysis on command and real-time casualty and fuel consumption analysis.

More reliable than its predecessor, the standard machinery control system (SMCS) for engineering controls gives the watchstander improved on-line monitoring of plant parameters, troubleshooting data and total engine control segregation with no calibration required. SMCS also improves training by imposing realistic symptoms and indications remotely, simultaneous and cascading casualties, and can stimulate actual system alarms and displays.

Finally, the damage control system (DCS) has main space fire doctrine actions integral to the system. DC central functionality is LAN wide and fire pumps can be operated from any DCS console. It can track OBA/SCBA times and DCS information is real time and is shared by all stations.



Communication, as with anything, pulls it all together. The Hydra radio forms the backbone of the Smart Ship's communications. It is extremely reliable, assures continuous mobile watchstander continuity, streamlines communication paths and provides improved situational awareness through multi-station monitoring.

Another initiative aboard *Yorktown* is the move to a cashless ship. Crew members are issued ATM-like cards that provide each Sailor with a personal account that can be used at the ship's store or at vending machines instead of cash. Purchase amounts are automatically deducted from the account and Sailors add to their account by depositing their own cash in an ATM designed especially for the card. The easy-to-audit system eliminates the need for coins, reduces money counting and eases collection from vending machines without error, eliminating another two billets. In addition, no crew members have reported having money stolen since the system has been in place.

Reducing the watchbill has done more than just increase maintenance-driven manpower on the ship. It has forced *Yorktown* Sailors to train and qualify more intensely than ever.

"The key is training," said Rushton. "We can no longer carry training as a collateral duty on the backs of our chiefs and division officers. You have to invest in training to make this work. When we took those billets away, I kept 18 billets and applied them directly to training. It is key to whatever you do." When they check aboard, Sailors immediately enter an indoctrination division until they qualify in a variety of areas including general damage control, 3-M nonsupervisor, damage control petty officer, rights and responsibilities. A Sailor must be significantly progressing toward qualifying for his or her

first inport watch. For Sailors coming from basic training or "A" school, the process lasts from four to six weeks. Sailors with prior experience at sea obviously require less time.

From there, they enter the day-worker force, stand under-instruction watches and eventually begin to rotate between various core and flex teams. The rotation is used to help Sailors maintain and develop skills. And, because the process includes everyone on the ship, it provides invaluable cross-training.



▲ Cross training is an integral part of the Smart Ship concept.

"Cross training is at a maximum right now," said Gas Turbine System Technician (Electrical) (SW) 2nd Class Cleveland C. Daniels of Chicago. "You've got FCs, SMs, OSs and BMs roving around the main spaces where normally there are only engineers. And, where you used to have three or four guys standing watch in each engine room, now, it's just me. The Smart Ship concept requires Sailors to be smarter and more responsible. You not only learn your rate but you learn everyone else's rate. It works better for everyone."

Although the future of the Smart Ship program has not yet been determined, initial assessments



◀ Yorktown's crew practices man overboard drills.

have been positive. According to Rushton, using the Smart Ship concept during a five-month deployment completed in May, Yorktown enjoyed an estimated increase of 55 percent in man-hours per week devoted to maintenance which, he suggested, leads not only to improved readiness, but improved quality of life as well.

"When you talk about quality of life," Rushton said, "you have to split it in half. There's quality of life at sea and there's quality of life ashore. How does this help your quality of life at sea? It gets most of this crew working from 7 a.m. to 5 p.m., when they're physiologically acclimated to work. I think there's better job satisfaction which improves quality of life because they don't feel like they're digging holes and putting dirt back.

"It trust my people to do their jobs. When you give a guy that trust, most of the time, they'll pick that up and do the job. That, I think, adds to their self-worth which has to add to the quality of where they think they are." †

Schafer is a Norfolk-based photo-journalist and Dallal is a photographer's mate who are both assigned to All Hands.

Portland



The **Rose** of the Pacific Northwest

Story by JO2 Rodney Furry

Looking out across Oregon's Willamette River and the Portland skyline from the center of the Morrison Street bridge, I'm watching USS *Vandegrift* (FFG 48) slip into her berth. It's the first day of the Navy's visit for the 89th Portland Rose Festival, and the local crowd is cheering their arrival.

The stark white uniforms lining the ship's rails blend nicely into a backdrop set by nearby Mount Hood and Oregon's endless stand of emerald forest. I'm thinking to myself how being in the Navy, we sometimes forget that there are places right here in America where a dixie cup and white bell bottoms are an unfamiliar sight. Living in San Diego, where Sailors are the community, a white hat bobbing among the crowded downtown sidewalks barely raises an eye. So here, at the far reaches of Lewis and Clark's 19th century expeditions, I have to stifle a laugh when a little boy with a balloon in one hand and the requisite Mommy in the other, stops in his tracks and exclaims, "Look Mommy, REAL ship men!" My shipmate laughs and gives the kid a wave. That's when I realize, "the cars passing by on the bridge are honking at US!"

People are lined up several bodies deep along the pier, watching and waving as the sea and anchor detail hauls in the lines and the rest of the ship's crew scopes out their new liberty port from the

upper levels. Being an early arrival, I realize I'm one of the first Sailors to hit the streets, so I ask the woman next to me and her kids what they think about all the commotion.

"Oh, I love bringing the kids down here during the Rose Festival to see the ships come in. I do it every year, because we don't see the Navy around here very often," said Wanda, a cheerily bright 40-ish mom with her two sons and daughter in tow.

"I'm waiting to see my friend. He's in the Navy [Reserve], and he tells me all about it," said her 8-year-old son, Caleb. Wanda whispers to me that their friend, C.J., has shore patrol duty, but Caleb thinks he's on one of the ships.

Down on the river front, Ship's Serviceman 3rd Class Hommer Z. Corona, and Personnelman 3rd Class

Roderick R. Bobadilla, from USS *Reid* (FFG 30), are enjoying their first few minutes ashore and the unique attraction their presence holds for the people of Portland.

"We're really looking forward to exploring the city and seeing the parade this weekend. The weather's so nice, too. This is a great liberty port," said Corona. Bobadilla, a native of San Diego, added, "More than anything, it's just cool being in a different place."

From its humble beginnings as a halfway camp for Indians canoeing between Oregon City and Fort



PN2 Randy Hutchinson and OS2 Chad Rohr, both of Naval Recruiting Command Portland, enjoy the 1997 Rose Festival Grand Festival Floral Parade.



Vancouver, British Columbia, Portland has become an oasis for travelers and explorers. The Navy has embraced the city's welcoming spirit for more than 50 years, and according to Rose Festival organizers, we are one of its main attractions.

"My memories of Sailors go way back," Wanda said, "My mom and my aunt used to come into town [to see] the Sailors way back in the '50s."

"This city has a special relationship with the Navy that goes back as far as the '30s, and we hope to continue that tradition into the future," said Dick Clark, the festival's public relations director.

The Royal Rosarians have been the official greeters and ambassadors of goodwill for the City of Roses since 1912.

"Our charge from the City of Portland is to be ambassadors to visitors of our city. Portlanders are proud of their city, so they look to us to represent it with the highest of standards," said Don Henderson,

Lord High Chancellor of the Royal Rosarians. The local community's passion for the art of rose gardening and the city's trademark inspired the organization, whose royal order bestowed knighthood on the first enlisted Sailor ever this year in a decades old ceremony.

Night time draws the Sailors to the nearby downtown area where the city boasts some of the best restaurants and pubs in the country, making it America's microbrew capital. As I plow through a massive plate of nachos in the Rock Bottom Brewery at the corner of Morrison and First Street, I can't help but notice how the Sailors around me blend with the community.

For some reason this town really opens up when the fleet rolls in," said Mess Management Specialist 2nd Class (SS) Joe L. Kacinski, a recruiter at Naval Recruiting District, Portland. "The people are more open to us during the visit, and eager to talk to Sailors," said the Myrtle Creek, Ore., native.

Margi Wachtrup can't help but stare in amazement



Photo by PH2(NAC) Jeffrey S. Viano

Midshipman Second Class James Bender gives a tour of USS *Lewis B. Puller* (FFG 23) to a group of school children during the Rose Festival.

USS *Lewis B. Puller* (FFG 23) pulled into Portland for the 1997 Rose Festival. The Navy's involvement in the event dates back 89 years.

Sailors walk along the riverfront during their first day of liberty in Portland.

"People here are really interested in getting to know Sailors. They're always stopping us on the street, with 'hey, what ship are you on?'"

Mess Management Specialist 2nd Class (SS) Joe L. Kacinski.

as she looks out across the sea of white uniforms. "I've never seen anything like this," she said, "I just recently moved here, so this is my first time to meet Sailors."

"We went on some of the ships today, and I was surprised to see how big they are. It's really quite impressive," said her friend Donna. "I enjoyed seeing the bridge. You know, the place where they drive the ship from," she said.

The scene in the restaurant contradicts the negative stereotypical fears some have of mobs of Sailors conquering an unsuspecting port. These aren't the Sailors you see in old war movies. Instead, the Sailors here seem to blend in, making new friends and entertaining the locals with sea stories (If some stretched the truth a bit, the locals didn't seem to notice or mind) - almost like they belong here. Put them in civilian clothes, and these guys could be locals.

"People here are really interested in getting to know Sailors. They're always stopping us on the street, with 'Hey, what ship are you on?'" said

Kacinski. He doesn't want to speculate whether the annual visit has anything to do with it or not, but he mentions that his office is busiest in September, right after the festival ends every year.

During their stay in Portland, Sailors play host to large numbers of local residents who are eager to get a close-up look at the warships. This year, more than 100,000 civilians crossed the decks of *Vandegrift*, *Reid*, USS *Lewis B. Puller* (FFG 23), USS *Rushmore* (LSD 47), USS *Anchorage* (LSD 36), and USS *Gary* (FFG 51). There are also a number of city-wide events, including a festival parade and several concerts that make Portland in June a choice liberty port.

"The bottom line is," said Kacinski, "when you're in uniform during the Rose Festival, people are excited about meeting you. It makes it a lot more fun to be a Sailor. ⚓



A Sailor secures a line aboard USS *Lewis B. Puller* (FFG 23) in Portland.

Furry is a San Diego-based photojournalist assigned to All Hands.

Diversity strengthens teamwork

Story by LT Jason Belcher

The Navy community is very diverse and that diversity is our strength," said CDR Dan Dolgin, a Navy psychologist who recently completed a journal article and book on cultural differences. "It is important to recognize and appreciate diversity,"

"Everybody has his or her different ideas and different views," said Disbursing Clerk 3rd Class Norma Devita. "You get to see all the different cultures and religions. If you find something more to your liking, you can go with that. If you find something that is more what you are, you can choose it."

"Because there are many people from many backgrounds, people are more likely to join the Navy because they find someone similar to themselves," said Seaman Apprentice Valerie Mason.

When Hospital Corpsman Evelyn Dominguez came to this country she was about 10 years old. It wasn't until she joined the military that she had her first Christmas.

"I never really knew Americans celebrated Christmas with a Christmas tree until I came to the United States. In El Salvador, we would make costumes that people prepared months in advance. There would be a long parade going throughout our village that would go on for at least a day or two. Navidad is Christmas. We just celebrate it differently."

"Differences just enrich the celebration. We integrate everything, and I think it's great because many of the traditions that people don't know about other people can be integrated into their holidays and increase understanding," said Martinez.

Not only is there diversity within the Navy, but the Navy also exposes Sailors to a wide

variety of people and places.

"We went to Germany and toured Norway, Sweden, Belgium and the Azores," said HM2 Cesar Martinez. "I was stationed in Guam and got to visit Japan. I've visited a lot of ports.

"I've had the opportunity to work with a wide range of people



Photo by PH3 Damon Moritz



Photo by PH3 Rick Solleaux

▲ FN Daniel C. Johnson performs scheduled maintenance on the emergency diesel generators on board USS *John C. Stennis* (CVN 74).



U.S. Navy Photo

◀ HM3 Juan Chico receives therapy for a knee injury from HN Evelyn Dominguez and HM2 Cesar Martinez at the National Naval Medical Center, Bethesda, Md.

▼ OS1(SW/AW) Randall Glover aboard USS *Boxer* (LHD 4) is responsible for 40 personnel in *Boxer's* command information center.



▶ HM2 Manual Arcangel of Manila, Republic of the Philippines, pipettes serum into patient's blood samples to check their cholesterol levels. Arcangel is assigned to Branch Medical Clinic Makalapa, Pearl Harbor.



Photo by JO2 Rita Bargeloh

from the islands of Cambodia — which I never thought I would do — all the way back to some

people that were in my own country - Mexico.

"I also worked with the Greek or Hellenic Navy," said Martinez. "Their people had to come on board and we had to train them — get them accustomed to all the systems on board the ship. They were buying the ship, so we had to work at making the transition, which took us three months.

"Overall, it's been a great experience, especially the travel," Martinez added.

"It's important to acknowledge and talk about differences in background, tradition, customs and celebrations," Dolgin said. "Talking is the key to understanding one another."

The implications of CDR Dolgin's research on cultural

differences are far-reaching. An understanding and appreciation for diversity increases productivity, boosts morale and strengthens teamwork, Dolgin said. "In stressful situations like combat, these factors are especially important," he added.

"Having different people in the Navy is very helpful," said Boatswain's Mate 2nd Class Lawrence Burns, "because you can use some things people say to you to help yourself. Somebody might say that when I was growing up, I used to do it this way and it worked. Then you go and try it and find it is kind of easy doing it the way your friend did."

"Having people present with different backgrounds and traditions bring fresh, new, creative solutions to the table," said Dolgin. "Each person has a different background and a different idea of how to solve a problem. The best solution comes from having a variety of solutions to choose from.

"Other [civilian corporations] look to the military to learn how to build teamwork, camaraderie and esprit de corps among people from very different backgrounds. The U.S. military has one of the most diverse populations of all organizations and corporations in the world. It's an institution where diversity works." †

Belcher is assigned to Naval Media Center, Washington, D.C.



Admiral Farragut **Hispanic Pioneer**

Story by LT David H. Waterman

David Glasgow Farragut was born July 5, 1801, at Campbell's Station, a few miles southwest of Knoxville, Tenn. He was the second of five children of Jorge Farragut who was born on the Spanish island of Minorca, and Elizabeth Shine Farragut of North Carolina. Jorge was employed in the Caribbean merchant trade in 1776 when he decided to join the American colonists in their fight for freedom against the British. The

Spanish mariner served his adopted country throughout the American Revolution where his heroic exploits earned him the special thanks of the governor of South Carolina.

Jorge joined the U.S. Navy in 1807 as a sailing master and fought the British during the War of 1812. Farragut's mother died when he was seven, and his bereaved father Jorge sent him to live with the family of a close friend and fellow naval officer,

David Porter. Porter adopted the young boy and two years later helped him receive an appointment as a midshipman in the U.S. Navy. Farragut performed the duties of captain's aide, prize master of the ship *Alexander Barclay*, quarter gunner and powder boy during the next few years. Farragut's age of 12 precluded his promotion at the time.

During the course of his career, Farragut held various positions before his distinctive service in the Civil War. Of the many notables, Farragut served as naval aide to the American Minister to Tunis and later established Mare Island Navy Yard in California. During that time he learned to speak French, Italian, Spanish and Arabic and studied the social, economic and political history of the Mediterranean area.

The Civil War brought great credit to Farragut. During the famous 1862 Battle of New Orleans, Farragut practiced the doctrine of today's Navy, "Forward ... From the Sea" and also barked the now-famous expression which inspires Navy personnel even today, "Damn the torpedoes! Full steam ahead!"

Farragut had been appointed commander of the West Coast Blockading Squadron and was ordered to open the Mississippi to Union vessels and to attack New Orleans. He opened the Battle of New Orleans, April 18, 1862, and 10 days later, Confederate forces surrendered. During the battle, Farragut had attacked from the river and forced the land-based Confederate forts to surrender, foreshadowing today's naval doctrine 134 years ahead of its

time. Farragut had also proved then-President Abraham Lincoln's trust in his selection by this smashing victory, and Lincoln was the first to acknowledge it by submitting Farragut's name to the Congress for promotion. On Dec. 23, 1864, Congress commissioned Farragut a vice admiral. On July 26, 1866, Farragut became the Navy's first four-star admiral, making history as a Hispanic.

Having seen service during the War of 1812 and the Mexican War in addition to all his other achieve-

ments, Farragut has been historically credited with unlimited self-confidence, that helped him overcome any obstacles placed in his way. Gideon G. Wells, Lincoln's Secretary of the Navy, said of Farragut that he would willingly take greater risks to achieve desired results than any other high-ranking officer in either the Army or the Navy.

Farragut was and is a role model for every Sailor, not just Hispanic Sailors. Embodying the many sought-after traits of the professional — Sailor and officer, Farragut brought new meaning to honor, courage — and commitment. Farragut is a true naval hero.

Farragut's statue at Farragut Square in Washington, D.C., will be rededicated Oct. 1, 1997, with a

ceremony sponsored by the Navy Order of the United States and the addition of a U.S. Park Service wayside marker honoring Farragut's many accomplishments. ‡

Waterman is the public affairs officer for Naval District Washington, Washington, D.C.



A wayside marker honoring Farragut's many accomplishments will be placed in front of Farragut's statue in Farragut Square, Washington, D.C.

The Fleet's Finest

Winners of the 1996 Sailor

Story by JO1
Linda L. Helmig

Helicopter
Antisubmarine
Squadron 11,
NAS
Jacksonville,
Fla.

ATLANTIC FLEET AW1 (AW/NAC) Robert W. Betts

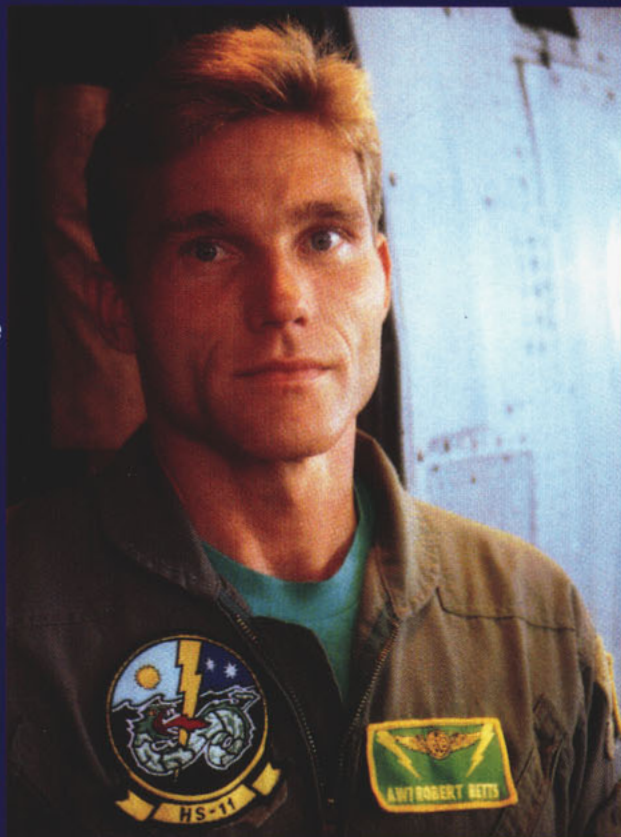


Photo by Grace C. Henderson



He joined the Navy because he wanted to fly and he's done just that. At every turn in his naval career, whether on the ground or in a helicopter, Aviation

Systems Warfare Operator (AW/NAC) 1st Class Robert W. Betts has excelled in whatever he's set out to do.

The ingredients in his recipe for success have been hard work and dedication, something he learned from his father. "My father taught me by the way he's lived his life. He worked hard from sun up to sun down. He's my hero. I learned a lot from him," Betts said.

He joined the Navy in 1986 and was honor graduate in AW "A" School and was meritoriously advanced to Petty Officer Third Class. He then went on to specialize in sea and overland rescue in "Fleet Replenishment Aircrew Training."

With training under his belt, he took off in a job which has seen him deploy

several times in his career. As part of a helicopter's aircrew, he's protected carrier battle groups and searched for submarines. As a certified instructor, he's also taught others how to do his job.

Betts feels participation and commitment are essential to success. "It's important to get involved. It benefits you, the command and those around you as well," Betts said. "If you never try, you'll never know."

Being selected as Atlantic Fleet Sailor of the Year is a humbling experience for Betts. "It's an honor to be selected as Sailor of the Year, but I haven't done anything extraordinary. I've worked hard. Hard work and dedication go a long way," he said.

He looks at his selection as a challenge and an opportunity to serve. He wants to work with and guide new Sailors to success. "I want to share my experience. I want to encourage others to get involved, to contribute and to succeed," Betts said.

As he heads in a new direction, he begins his new job with the same enthusiasm and dedication. "... Like everything else in my life. I'll do the best I can," he said. Betts reported for a two-year tour of duty at the Office of the Atlantic Fleet Master Chief.



Photo by Grace C. Henderson

of the Year competition

Photo by PH2 Michael Rodriguez



"I never thought this would happen to me, but I'm sure glad it did!" said Electronics Technician (SS/AW) 1st Class Bryan C. Robertson, reflecting on his selection as Pacific Fleet Sailor of the Year.

Robertson joined the Navy in December 1985 as a non-designated striker. "I wanted to create a future for myself and the family I anticipating having - which I now have." Robertson and his wife, Janice have three children: Taylor, Brandon, and

Kennedy.

He struck for and finally became a quartermaster in 1989. From day one, Robertson has driven his career consistently with a desire to improve himself and others. "It's my responsibility to pass on what has been given to me in hopes that others will have the pleasure of this experience."

Robertson attributes his success to good naval leadership. "I've been fortunate to have been exposed to many knowledgeable people who recognized my desire to excel and took the time to help me do just that."

Just last year Robertson's rate, that of QM, merged with three other ratings in the submarine community which now all fall under the rate of Electronics Technician.

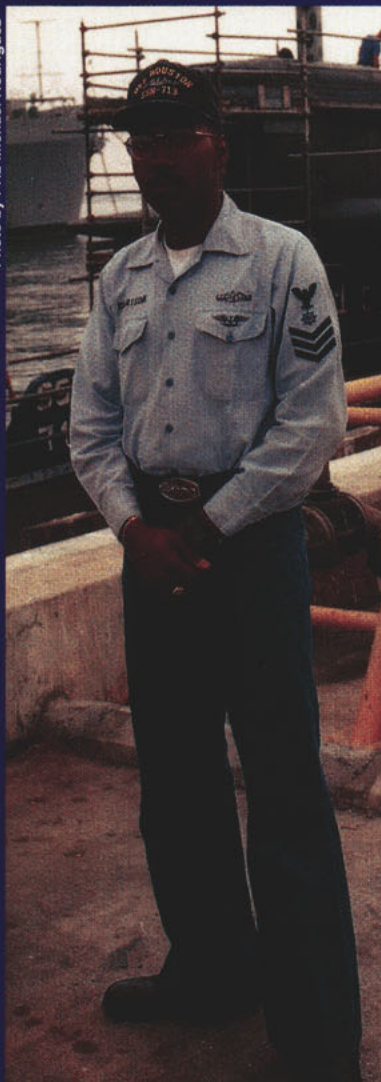
Robertson has many future goals. He intends to apply for Limited Duty Officer, achieve a command at sea, and make it to the rank of at least Captain. If the route through the officer's ranks doesn't work, he's got a fallback plan. "I'll return to the submarine community and become Chief of the Boat somewhere down the line. And then after that I plan to set my sights on the Master Chief of the Navy's job!" Robertson said.

"I don't consider myself to be better than anybody else. I have tried to be the very best that I could be. I truly believe anyone can achieve what I have achieved with hard work and dedication," Robertson said, reflecting on the experience of being selected as Sailor of the Year.

Robertson is proud to represent the Navy and has enjoyed the attention he's received as a result of his selection. But he's ready to move forward. "I'm anxious to be a Chief and get out there in the fleet where I belong," Robertson said. "I plan to be the very best representative of Chief Petty Officers everywhere," he added.

Robertson reported for a two-year tour of duty at the office of the Pacific Fleet Master Chief.

Photo by PH2 Michael Rodriguez



PACIFIC FLEET
ET1(SS/AW) Bryan C. Robertson

USS *Houston*
(SSN 713),
San Diego

CNO SHORE

DT1(SW) Hazelann K. Teamer

National Naval
Dental Center,
Bethesda, Md.



"It's so amazing that one person represents the whole entire shore command and that's me," said Dental Technician 1st Class Hazelann K. Teamer, commenting on her selection as 1997 Shore Sailor

of the Year. Teamer is one of three Sailors selected for Sailor of the Year from more than 390,000 active-duty Sailors worldwide.

Teamer is proud to represent the Navy and is especially pleased to represent the health care community. "Historically, we've had a certain amount of hospital corpsman and dental technicians get to a certain level, but not to this level. It's truly an honor to represent, not only Sailors, but dental technicians."

Teamer was born in Trinidad and credits her mother as her greatest inspiration. A single

parent, her mother raised seven children on her own. "She worked hard to do the best for us," Teamer said. "It made me realize nothing comes easily. You have to give it your all and do the best you can."

Teamer entered the Navy in 1984 and her first duty station was *USS Sierra (AD-18)*, where she worked as a deck seaman for two years. She tried to strike for DT several times, but her requests were denied because of manning constraints. She persevered and eventually became a DT because she was interested in taking care of people.

Her desire to help people hasn't diminished during her 12-year tenure. Her primary reason for joining the Navy was to make a difference, not only in her life, but in the lives of those around her. "When I've helped one person, when I've influenced one person to take steps in the right direction, that alone gives me more motivation and more drive to keep going," she said. Teamer believes her work to improve others as well as herself goes a long way. "We may not successfully motivate everyone, but we can at least work with one person. And that one person can try to work with another and

the chain can go on and on," Teamer added.

Looking ahead, Teamer plans to carry on doing what she's always done - learn, teach and inspire. "Being in the military for 12 years, I have served with some outstanding individuals. And I look at myself and recognize I have a lot more growing to do and a lot more to contribute to the Navy. I still want to influence. I think it's important for us as leaders to help each other out and work as a team. If we can just influence one person in the right direction, we've made a difference," Teamer said.

Teamer recently transferred to the Office of the Master Chief of the Navy and will serve there for two years.



Photo by JO1 Linda L. Helmig



Photos by JO1 Linda L. Helmig



Electronics Technician (SS) Kevin W. Hall, was selected as Naval Reserve Sailor of the Year from more than 60,000 Naval Reservists in the fleet. "This is a great honor. It's a humbling experience to be picked to represent Reservists nationwide," Hall said.

He joined the Navy in 1978 to get a technical education. "The Navy was the best way to go," Hall said. From the first, he has excelled. His superior performance while attending Prototype Training at the Nuclear Power Training Unit in Idaho Falls, Idaho, resulted in his selection to "stay on" as part of the school's staff to train new Sailors how to operate and maintain a nuclear power plant on board Naval vessels.

While still on active duty and stationed on board *USS Pogy* (SSN 647), he qualified in submarines, earning his dolphins in 57 days. Normally, it takes from three to six months to earn dolphins. "Life depends on everyone on board, so qualifying was on the top of my list," Hall said. Not only was he qualifying "submarines," he was qualifying other watch stations on board at the same time, such as Auxiliary Electrician and a number of watch stations relating to his job as an ET, such as Reactor Operator.

Hall transferred to the Naval Reserve in November 1987 and continued his winning ways. While serving at the Naval Reserve Center in Pocatello, Idaho, his efforts were instrumental in establishing the Reserve Intermediate Maintenance Activity, a facility which makes parts for naval vessels.

Hall noticed a garage at the Reserve Center which was used to store a few odds and ends and saw a huge opportunity. "It was a great chance for Reservists to contribute to the fleet," Hall said. With no funding available for what he envisioned, Hall had to find a way to get equipment to support the RIMA. He obtained \$25,000 worth of necessary equipment from the Department of Energy - at no cost to the Navy. He then began to "set up shop."

"We will be producing things to support the fleet and at the same time, as Reservists, we can take pride and ownership in the fact we are contributing to the Navy," Hall added.

When asked how he feels about being selected as Naval Reserve Sailor of the Year, Hall said, "It's a great honor to be recognized. I'm truly proud to represent Reservists throughout the country."

Aside from his job in Baton Rouge, La., and his Reserve drill weekends there, he'll be working for the office of the Reserve Force Master Chief.

Photo by PH3 Yolanda Everett



Shore Intermediate Maintenance Activity, Pascagoula, Miss.

NAVAL RESERVE

ET1(SS) Kevin W. Hall

Around the Fleet

Photo by PH2 Felix Garza, Jr.



ABOARD USS NIMITZ — Indy race car drivers Robbie Buhl (left) and Scott Sharpe (center) watch as AN Abraham Garcia of Truth or Consequences, N.M., moves aircraft around the status board in flight deck control on the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68) during carrier training operations off the coast of Southern California.

CNO ADDRESSES SENIOR ENLISTED

WASHINGTON — Chief of Naval Operations Admiral Jay L. Johnson recently spoke to Fleet, Force and CNO-directed command master chiefs at the CNO Senior Enlisted Leadership Forum.

The forum, a semi-annual event, was hosted by Master Chief Petty Officer of the Navy ETCM(SW) John Hagan. It brought the Navy's senior enlisted leaders together to discuss updates on existing Navy pro-

grams, initiatives and policies of importance to Sailors.

The CNO talked about personnel readiness, operational tempo, changes to the enlisted warfare qualification system, uniform standards and, most importantly, leadership. He also described how the recently released Quadrennial Defense Review (QDR) validates the Navy's "Forward ... From the Sea" strategy.

Admiral Johnson praised the senior enlisted leaders for their service. He said good leadership is of the

utmost importance as the Navy prepares to implement the recommendations of the QDR.

"Focusing on leadership is how we will get through the QDR and force structure changes," he said. "You are the key to this focus, and I'm really proud of the CPO community."

Admiral Johnson also emphasized the importance of setting a good example: "You are the role models," he said. "You are who our young Sailors look up to. Carry that proudly and use it to the maximum advantage. Be true to your

principles, values and standards, and show them to our young men and women coming up the ladder." †

FALLEN SAILORS HONORED

MAYPORT, Fla. — A ceremony of remembrance honoring Sailors who were killed aboard USS *Stark* (FFG 31) 10 years ago was held May 16 at Memorial Park, Mayport, Fla.

While on patrol in the Persian Gulf May 17, 1987, 37 Sailors died when the guided-missile frigate was struck by two Iraqi missiles. Despite the severe damage inflicted on the ship, the heroic efforts of the crew saved *Stark*.

Memorial Park was established Aug. 1, 1987, with the dedication of the *Stark* monument. Just a few steps away, another monument carries the names of 23 Sailors from USS *Saratoga* (CV 60) who lost their lives in a 1990 ferry boat accident off the coast of Haifa, Israel. †

TEAMWORK SOUTH '97 CONCLUDES

OFF THE COAST OF CHILE — Third Fleet naval forces recently completed the annual Chilean naval exercise



Teamwork South '97, off the coast of Chile.

The exercise included anti-submarine and anti-air warfare, and involved ships, aircraft, submarines and nearly 2,600 personnel from Chile, Canada, Great Britain and the United States.

U.S. naval forces involved included USS *Callaghan* (DDG 994), USS *Pasadena* (SSN 752), Patrol Squadron 37, Antisubmarine Warfare Squadron 35, Helicopter Antisubmarine Squadron Light 43, Det. 9 and Explosive Ordnance Disposal Mobile Unit 3, Det. 9. †

AVIATION SAFETY AWARDEES NAMED

WASHINGTON — USS *Carl Vinson* (CVN 70), USS *Peleliu* (LHA 5) and Commander, Helicopter Antisubmarine Light Wing, U.S. Atlantic Fleet, (COMHSLWINGLANT) are winners of top aviation safety awards.

Vinson and *Peleliu* are the 1996 winners of the ADM Flatley Memorial Award; runners-up are USS *George Washington* (CVN 73) and USS *Saipan* (LHA 2). The award recognizes the aircraft carrier (CV/CVN) and amphibious

warfare ships (LHA/LPH/LHD) that surpass all competitors in over-

overall contributions to aviation safety. The basis for selection is

operations, readiness, excellence and safety record.

COMHSLWINGLANT was awarded the CNO Readiness Through Safety Award and the ADM James S. Russell Naval Aviation Flight Safety Award for 1996.

This award is presented annually to the command contributing the most toward readiness and economy of operations through safety. The command must have an outstanding safety record and an aggressive safety program. †

CLEVELAND NAMED SAFEST SHIP

SAN DIEGO — USS *Cleveland* (LPD 7) received the Commander, Naval Surface Force, U.S. Pacific Fleet, Surface Ship Safety Award.

After presenting the award, RADM David L. Brewer, Commander, Amphibious Group 3, told the crew the Navy's amphibious forces play an important role in today's security environment.

"We are America's 911 force," said Brewer. "When something happens anywhere in the world the President asks: 'Where is the carrier?' and 'Where are the gators?'" †



PO2 Joshua Dowden of EOD Mobile Unit 5 explains how a detonator works to SECNAV John Dalton and LT Edward W. Edson during a demonstration of explosive disruption techniques used against terrorist bombs.

SECNAV: Sailors still Navy leadership's top priority

During a recent whirlwind tour of the island of Guam, Secretary of the Navy John Dalton visited five different commands to learn more about Guam's military issues as well as the concerns of the Western Pacific Sailors.

The chief concern raised by many Sailors was the quality of education on the island. Dalton assured Sailors that this issue is a high priority. "I've talked to a lot of Sailors here today and it's clear to me that this is an important quality of life issue ... the No. 1 quality-of-life issue here on Guam. Education of my own children certainly was important to me. I know for our Sailors the education of their children is important to them. We're certainly going to work with the government of Guam, but we must work together to solve this issue. We must enhance the education of our children. We are going to find the proper answer to address this matter. †

Story by JO2 Mark Kane and JO2 Barri Frenner.

Around the Fleet

NAVY'S TOP INSTRUCTORS SELECTED

PENSACOLA, Fla. — LT Anthony H. Talbert of Fleet Combat Training Center Pacific, San Diego, and Fire Controlman 1st Class Byron L. Mobley of Surface Warfare Officers School Command, Newport, R.I., have been named this year's top Navy instructors.

Talbert is a student mentor and curriculum developer for courses in Naval Tactical Data Links, the *Aegis* Combat System, U.S. Surface-to-Air Missile Systems, Air Warfare Tactics, Theater Ballistic Missile Defense and Warnet Voice Procedures. He also trained Japan Maritime Self-Defense Force personnel during their recent integrated combat systems exercise.

Talbert enlisted in the Navy in 1980 and was commissioned as a limited duty officer in October 1992.

Mobley, a native of Charlotte, N.C., is a leading instructor for three courses and a master training specialist.

For the past year he has served as the premier instructor for the *Phalanx* Close-In Weapon System, Radar

Principles, and Fire Control Tracking courses.

The 16-year veteran is also pursuing a bachelor's degree at Roger Williams University, Bristol, R.I.

The program recognizes individuals who personify excellence and serve with dedication and professionalism as Navy instructors. ‡

NAVY HERALDS HEALTHY HABITS

JACKSONVILLE, Fla. — Having problems maintaining Navy weight standards? Failed the PRT? The

Seabees hone skills in Sharp Wedge '97

CAMP LEJEUNE, N.C. — Nearly 600 Reserve and active-duty Seabees gained combat, construction and command and control skills during exercise *Sharp Wedge '97* at Camp Lejeune, N.C.

The exercise provided training and tested the Seabees' ability to operate effectively with a Marine Expeditionary Force (MEF).

"The teamwork relationship shared between Seabees and Marines has always been solid," said CDR William S. Duffy, operations officer for the 2nd Naval Construction Brigade. "What's changing is how we better integrate our command and control capabilities when tasked to provide construction support."

During the four-week exercise, Marines gave Seabees hands-on training in defensive combat skills, heavy weapons and perimeter security tactics.

"This is definitely some serious,



UT3 John Bartholomew of Northampton, Pa., adjusts his sights while BU3 Ron James of Philadelphia helps him eye up their target.

realistic training," said Utilitiesman 3rd Class Joseph Benoit, from Naval Mobile Construction Battalion (NMCB) 27, Det. 1602. "We're getting a great opportunity to apply what we've learned in maintaining security in the field," Benoit said. ‡

Photo by PH1 (NAC) Michael Harner



pilot Navy Weight Management Program at Naval Air Station (NAS) Jacksonville, Fla., where the motto "It's a Life-style Change," is helping Sailors deal with these issues.

The current program has undergone several major changes. Originally four weeks long and available on an in-patient basis, the present two-week course averages about 20 students each.

The course is specifically designed for Navy E-5s and above who have twice-failed either Navy body fat or weight standards or the Physical Readiness Test (PRT).

The principal focus of the weight management course is offering the best possible education on nutrition and fitness. The material dispels common myths associated with weight control, nutrition and physical fitness.

The weight management program assists military members from all branches attain and maintain height, weight and body fat standards, reach higher levels of fitness and improve their general health. Healthier lifestyles result in reduced use of medical services and more productivity.

Sailor wins prestigious National Image Award

One fall day in New York City in 1976, a 21-year-old Hispanic male stood cold and scared. He had no job and no place to go. He wandered the city finally falling asleep beneath the steps of a building at Fordham University. Life was tough in those days.

An elderly couple, took him in, gave him food and sheltered him.

Hospital Corpsman 1st Class Petty Officer Marcus Castillo vowed that one day he would pay them back.

He kept his promise. Since joining the Navy in 1977, Castillo has returned payment, in good deeds, to the elderly couple and others who repeatedly helped him throughout his life.

Castillo was recently honored as the Navy's Top Enlisted Hispanic Volunteer by National Image during their Ninth Annual Awards Banquet in Denver. One of the largest Hispanic organizations, National Image advocates educational, employment and civil rights for Hispanic Americans.

Castillo is the Health Care Benefits Advisor for Naval Reserve Readiness Command Region Sixteen in Kansas City, Mo. was recognized for a long list of volunteer services. Last year he devoted more than 1,200 hours as a Disaster Action Team member; assisted more than 400 military families who needed emergency services; and recruited 13 minority

"We like to think of ourselves more as weight management educators," said Bob Martin, supervisor and health promotions specialist at NAS Jacksonville.

Martin teaches students to be leery of

quick weight loss gimmicks. "We believe that you don't need to buy a book or enroll in a special program to lose weight," Martin said. "We teach students here to use food logs, read food product labels and look for low-fat or fat-



Photo by PHAN Timothy C. Ward

volunteers for the Kansas City Red Cross. Last December.

Castillo is also active with local Sea Cadets, schools and the Boy Scouts.

"Whenever I get to feeling that it might not be worth it, I think of that old couple and what they and others did for me," Castillo said. "It makes it easier for me to make the sacrifice for others," Castillo said. †

Story and photo by JOC Walt Whittaker who is assigned to NR Office of Information Det. 1018, Kansas City.

free items at restaurants." Students also keep a detailed log of everything they eat and closely track the fat and total calories in their choices.

Although most of the weight management program is taught in the

Around the Fleet

classroom, there is time spent in the gym, swimming pool, fitness center and outdoors.

"We're not here to run or exercise our students into the ground," said Coast Guard Chief Boatswain's Mate Eric Kyvik, a health promotions specialist. "What we try to do here is to educate and hopefully motivate our students. I like to think that we give students all the right tools to lose weight. Then, it's up to them to use those tools and apply that knowledge to change their lifestyles." †

Story by JO1 Randall C. Melton, NAS Brunswick Public Affairs.

STAY IN SHAPE - MENTALLY

USS CONSTELLATION — Most service members are able to cope with the stresses of everyday life. Even the problems associated with long deployments are usually handled with little difficulty, and the Navy maintains a variety of resources ashore for family members needing an extra helping hand.

Sometimes Sailors and Marines afloat need a little extra help to cope with the demands of ship board life, being away from loved ones and other situations unique to

sea-going commands. For Sailors aboard USS *Constellation* (CV 64) battle group, help is as close as the carrier's Medical Department, where a trained psychologist is available to assist.

"I volunteered for this assignment," said LT Beverly Dexter, ship's psychologist. "I feel very lucky to be out here. I like the fact that I'm working for every person in the battle group."

Her main goal is to head off anxiety levels.

"There are a number of things I'm doing to help," she said. "I conduct six or more workshops per week and see no less than 10 patients per day."

For Dexter, this is an

World War II hero gets Navy Cross

WASHINGTON — "This award ceremony should have taken place 50 years ago," said Secretary of the Navy John H. Dalton. "We are gathered here to set the record straight."

To set the record straight, Dalton presented Steward 3rd Class Robert Jones, a retired Naval Reservist, with the Navy Cross for his extraordinary heroism under fire. In the presence of Jones' wife Minnie and nearly 40 other family members, an act of exceptional courage was finally and fully rewarded.

At age 19, Robert Jones was a young petty officer on USS *Intrepid* (CV 11) in the Leyte Gulf. Trained and assigned to a gun tub on the port side, he was in position Oct. 29, 1944, when a Japanese dive bomber attacked the ship from starboard, aiming directly for Jones' position.

Grabbing his 20mm anti-aircraft gun and pointing it across the flight deck, Jones began firing. He remained at his post and continued to shoot until the plane finally

crashed — its wings shot off — into the gun tub, severely burning the young Sailor, injuring others and killing 10 of his fellow gun crew.

Jones and several other members of that crew, composed entirely of African-American Sailors, were promised the Navy Cross — the highest Navy award after the Medal of Honor — but it never came. Busy working to support his family, Jones

didn't pursue the unfulfilled promise until earlier this year when he viewed a videotape produced by the USS *Intrepid* Museum in New York City and recognized another shipmate — Alonzo Swann — on the tape. Swann had received his Navy Cross in 1988. Jones' daughter asked Congressman Robert C. Scott of Virginia to request a review of the

former Sailor's record. Within two months, an upgrade was approved and the ceremony scheduled.

Holding the citation over his head, the 71-year old Jones beamed with pride. "I thank God I'm here to get this. I'm filled with joy!" †



Steward 3rd Class Robert Jones

Photo by PHCS Terry Cosgrove



exciting assignment. "But it's only a temporary billet," she said. "I'm hoping the decision will be made to make it permanent, because it fills a tremendous need."

"I'd also like to take these programs to the other ships and invite those Sailors to come here," she said. "I want to do everything I can to serve the men and women of the battle group."

Dexter, a wife and mother herself, said she believes her personal experience gives her qualifications beyond her academic credentials. She understands what the average Sailor is going through because she is often away from her own family.

Dexter said that reaching out to the Sailors in the battle group is the reason she is here. "People should know there is an answer for any problem they may come across, and I'm always here to help." ‡

*Story by JO3 Russell Fleming,
USS Constellation (CV 64)
public affairs office.*

SERVICEWOMAN'S MEMORIAL

WASHINGTON —
Construction of the nation's first major memorial honoring all



ABOARD USS CONSTELLATION — CWO Lee Risper Jr., checks the flight deck for potential hazards as a C-2 Greyhound prepares to taxi for take-off. USS Constellation (CV 64) and its embarked airwing are deployed to the Arabian Gulf to enforce no-fly zones and monitor shipping in and out of the region.

military women is almost complete. The Women In Military Service For America Memorial (WIMSA) at Arlington National Cemetery, Arlington, Va., will be dedicated Oct. 18.

"We need all service-women past and present to register now," urged Jennifer Finstein, public relations coordinator for the WIMSA Memorial Foundation in Washington.

"This memorial is seeking to include all past and present active duty, Reserve and Na-

tional Guard women veterans. Someone who is currently in the military can register now," said Finstein.

More than 175,000 servicewomen have registered to date.

For more information call 1-800-4-SALUTE (72-883). ‡

STUDENTS TO NAME NAVY SHIP

WASHINGTON —
The Navy's newest oceanographic survey ship needs a name, and a team of American students will name it.

The Oceanographer of the Navy is hosting a Name-That-Ship Competition that is open to teams of American students in grades K thru 12. Proposed names and project descriptions must be submitted to a state Navy League Office by Dec. 31. Representatives of the winning team will receive an expense-paid trip to Washington, D.C., and the grand winner will get a trip to the christening and launch.

For more info, visit their website at <<http://oceanographer.navy.mil>>. ‡

Photo by PHAN Timothy C. Ward

Charthouse

Type 6N duty overseas changes to Type 6 duty

Type 6N (neutral) duty overseas will change to Type 6 (shore) duty effective Jan. 1, 1998. The change, announced in NAVADMIN 133/97 by the Bureau of Naval Personnel (BUPERS), will help maintain equitable sea/shore rotation for all Sailors and prevent gapped billets afloat.

The policy takes effect Jan. 1, 1998. Personnel serving in Type 6N assignments prior to this date will not be affected — their entire tour will count as neutral duty for rotational purposes. Also, individuals in receipt of Type 6N orders or who are negotiating for Type 6N orders as of the date of NAVADMIN 133/97 will not be affected by this policy.

Type 6 duty is presently defined as duty performed in overseas land-based activities counting as shore duty for rotational purposes. The policy change does not affect personnel assigned to existing Type 3 duty (overseas duty that counts as sea duty).

Type 6N duty stations include Belgium, Bermuda, Canada, Denmark, France, Germany, The Netherlands, New Zealand, Norway, Puerto Rico, certain locations in Australia, Japan, Okinawa, Spain and the United Kingdom.

The Enlisted Transfer Manual provides a detailed listing of Type 6N duty assignments affected by the policy change. NAVADMIN 133/97 contains further information on overseas tour extension incentive program (OTEIP) benefits and policy change details. ‡

BUMED regulations and directives now on CD-ROM

Bureau of Medicine and Surgery (BUMED) regulations and directives are now available on CD-ROM and are being distributed to all ships and stations with medical department personnel assigned. Instead of a shelf with 20 manuals, Navy medical personnel can carry the same amount of information in their hand.

BUMED Directive's CD-ROM information includes BUMED instructions, the "Radiation Health Protection Manual" and the "Manual of Naval Preventive Medicine."



Having BUMED's directives on CD offers many advantages: "They're easy to store and easy to distribute, and are also durable," said Laura Frantz, head of BUMED's regulations and directives branch. "Each copy you print off is an original, so it will be clear, not like a copy that has been repeatedly copied."

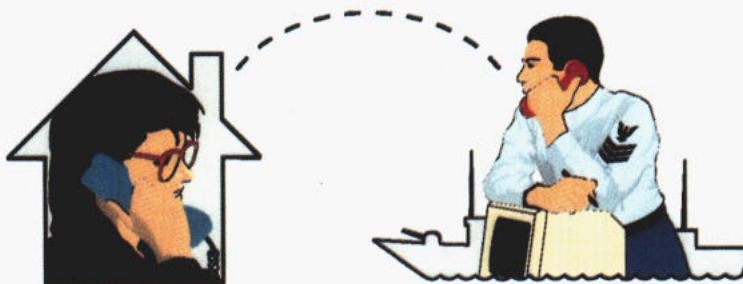
For more information about BUMED's directives on CD-ROM, call the Regulations and Directives Branch at (202) 762-3250. ‡

NEX will provide phone service on all deployed ships; calls to be only \$1 a minute

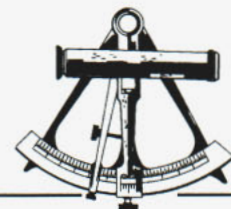
Deployed Sailors and Marines will find calling home a lot easier and cheaper in the future. The Navy Exchange Service Command (NEXCOM) has modified its license agreement with AT&T to extend phone service to all deployed ships.

This change reduces calling rates on cruisers and destroyers from almost \$6 a minute to \$1 per minute. **No matter where the ship is, the calls will cost only \$1 per minute.**

USS *Nimitz's* (CVN 68) Battle Group and USS *Peleliu's* (LHA 5) Amphibious Readiness Group will be the first group of ships to receive the phone service under the new agreement. ‡



ALL HANDS



Electronic BIBs

Beginning March 1998, the Bibliography for Advancement-in-Rate Exam Study (BIB) will be available only in electronic form. Paper copies will no longer be mailed to each command. The electronic BIBs will be posted twice a year in March and September at the following locations:

NETPDTC Bulletin Board — DSN 922-1394/1820 or (904) 452-1394/1820.

NETPDTC Homepage — <<http://www.cnet.navy.mil/netpdtc/netpdtc.htm>>

BUPERS ACCESS Bulletin Board — DSN 224-8070/8076, (703) 614-6059/8070/8076 or toll-free (800) 346-0217/0218/0227.

SALTS (Streamlined Automated Logistics Transmission System) — For information on how to access SALTS, see your Supply Department, or call DSN 442-1112 or (215) 697-1112.

RSTARS — Reserve personnel only.

For more information about the availability of BIBs, contact NETPDTC at DSN 922-1328 or (904) 452-1328; Fax: DSN 922-1819 or (904) 452-1819; E-Mail: <navy.advancement@smtp.cnet.navy.mil>; and SALTS — NETPDTC PMA. ‡

BUPERS announces new REGA and CREO listings

BUPERS recently published NAVADMIN 095/97 which provides rating availability for non-designated strikers, advancement forecasts, CREO rating classifications and critical skills lists.

Career Sailors considering a change of rating and those concerned about career advancement in their present rating should review the CREO categories to determine the best opportunities. Conversions will only be considered when a Sailor is attempting to leave a rating that is in CREO 2 or 3 and enter a CREO 1 rating.

This version of CREO/REGA has eliminated separate categories for male and female Sailors. First-term and career Sailors now reflect a single category for manning classifications and several rates have merged or will merge in the near future.



First-term Sailors should carefully review the information in the NAVADMIN 095/97 and review their plans with local career counselors to ensure all requirements and qualifications are met before making a rating entry decision. ‡

Sideburn standards revised

To achieve more uniform hair standards for men, BUPERS recently released new guidelines on sideburns. The change is described in NAVADMIN 140/97.

Previously, sideburn length could extend to the bottom of the ear. Effective immediately, sideburns will not extend below the point level with the middle of the ear. As was previously the case, sideburns will be neatly trimmed, even in width (not flared) and exhibit a clean shaven horizontal line.

Further information is available through NAVADMIN 140/97, or by calling Master Chief Montgomery, Navy Uniform Board, at 224-5075 or (703) 614-5075. ‡

Shipmates



Aviation Boatswain's Mate (Handler) 2nd Class (AW) Theatris Grisby from Los Angeles was selected Petty Officer of the Month for April aboard USS *Independence* (CV 62) forward deployed to Yokosuka, Japan. He was recognized for his leadership and managerial skills, assuring the crash and salvage crews are properly manned and the equipment is inspected and ready for flight operations.



Personnelman 1st Class (SW/AW) Emma N. Serrano was selected Commander Naval Surface Group, Middle Pacific 1st Quarter 1997 Sea Senior Sailor of the Quarter. Serrano, a native of Manila, Republic of the Philippines, was selected for her outstanding professional achievements, service and personal dedication while serving as personnel officer and command career counselor aboard USS *Salvor* (ARS 52).



Electronics Technician 1st Class (SS/DV) Alex W. Griffen was selected as Deep Submergence Unit's 1996 Sea Sailor of the Year. Griffen, a native of Oakland, Calif., was selected for his professional achievements, outstanding leadership and technical knowledge. He piloted Deep Submergence Vehicle *Sea Cliff* (DSV 4) to depths of more than 11,000 feet and conducted research on deep water vents.



Dental Technician 3rd Class Shawnti D. Hickman was recently selected as the Naval Training Center Junior Sailor of the Quarter. Hickman, a native of Port Norris, N.J., is currently assigned to Recruit Dental Clinic #1000 where she serves as a chairside dental assistant. Her expanded duties in endodontics and periodontics allow her to be a most versatile technician and provide outstanding dental service.



Radioman 2nd Class (SW) Travis W. Dawson was selected as the 1997 Joint Chiefs of Staff (JCS) Sailor of the Year. The York, Pa., native was recognized for his information system technology skills in managing the JCS 1500 user local area network. Dawson was awarded the Navy Commendation Medal. He is also the first second class petty officer to be named JCS Sailor of the Year.



Lory Cross was selected as Employee of the Year, 1996 for Naval Air Reserve, Point Mugu, Calif. As assistant travel coordinator she revised the Point Mugu Reserve community's TAD instruction which streamlined procedures for requesting TAD and other travel requirements. Cross also provided expeditious and attentive quality service in all areas of travel.



Secretary of the Navy
John H. Dalton
Chief of Naval Operations
Admiral Jay L. Johnson
All Hands Editor
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Photo by PH3 Damon Moritz

The newly-frocked Sailors of the Year gather on the steps of the Capitol during their tour of Washington, D.C. From left to right are DTC(SW) Hazelann K. Teamer, AWC(AW/NAC) Robert W. Betts, ETC(SS) Bryan C. Robertson and ETC(SS) Kevin Hall.



Sail 200

*USS Constitution's
200th Birthday*



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